

Message Text

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ACTION FAA-00

INFO OCT-01 EUR-12 ISO-00 DOTE-00 EB-08 /021 W
-----001750 231749Z /42

R 231721Z FEB 78
FM AMEMBASSY BONN
TO SECSTATE WASHDC 6142

UNCLAS SECTION 01 OF 02 BONN 03379

E.O. LL652: N/A
TAGS: EAIR, GW
SUBJ: CIVAIR - FAA SUPPORT OF BFS RADARS

REF: STATE 019548

L. EMBASSY RELAYED FAA INQUIRY BY LETTER, DATED JANUARY 27, TO WEIGELT, CHIEF RADAR ENGINEERING, BUNDESANSTALT FUER FLUGSICHERUNG (BFS). A LETTER OF REPLY, DATED FEBRUARY 20, IN THE ENGLISH LANGUAGE HAS BEEN RECEIVED AND, DUE TO THE TECHNICAL NATURE OF THE SUBJECT, IS QUOTED BELOW IN ITS ENTIRETY:

2. "WE THANK YOU FOR YOUR LETTER OF JANUARY 27, L978 AND WISH TO GIVE THE FOLLOWING COMMENTS ON THE QUESTIONS BROUGHT UP THEREIN:

1) AGREEMENT ON THE SUPPLY OF FAA SPARES FOR ASR8-SYSTEMS OF THE BFS. BY THE END OF L978, THE BUNDESANSTALT FUER FLUGSICHERUNG (BFS) WILL DISPOSE OF TEN ASR8-SYSTEMS. WHEN PROCURING THE ASR8-EQUIPMENT, THE BFS HAS SIMULTANEOUSLY PURCHASED TO A CONSIDERABLE EXTENT SPARES DUE TO THE RELATIVELY GREAT NUMBER OF SYSTEMS.

NEVERTHELESS THE CASE CANNOT BE EXCLUDED THAT, DUE TO A COMPONENT NOT KEPT IN STORE, AN ASR8 FACILITY WILL BREAK DOWN FOR A LONGER PERIOD. BECAUSE OF THE IMPORTANCE OF THESE RADAR SYSTEMS TO THE SAFEGUARD OF AIR
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TRAFFIC, SUCH FAILURE MAY RESULT IN SERIOUS RESTRICTIONS IN TRAFFIC HANDLING. THE ENVISAGED AGREEMENT WITH THE FAA IS INTENDED TO COVER THE FOREMENTIONED EMERGENCY CASE BY RAPID DELIVERY OF THE REQUIRED SPARE PART FROM FAA STOCK.

SUCH AN EMERGENCY CASE WILL CERTAINLY BE A RARE EX-

CEPTION SINCE IT WILL BE A QUESTION OF ASR8 SPARES
- WHICH CANNOT BE REPAIRED OR OBTAINED WITHIN THE FGR,
- WHOSE REPAIR OR ACQUISITION ABROAD ENTAILS LONG DELAY.
THE ENVISAGED AGREEMENT WILL PARTICULARLY HAVE TO TAKE
INTO CONSIDERATION THAT, WITHIN THE SCHEDULED PERIOD
OF SERVICE OF ASR8 INSTALLATIONS (MORE THAN 10 YEARS),
SPARES MAY NO MORE BE OBTAINABLE AT ALL, SO THAT
APPROPRIATE MODIFICATIONS MAY HAVE TO BE PERFORMED. FOR
THIS CASE, THE BFS WOULD LIKE TO CALL UPON FAA ASSISTANCE
TO PROFIT FROM THE OBVIOUSLY GREATER FAA POTENTIALS.
THESE INTERRELATED SUBJECTS HAD ALREADY BEEN DISCUSSED
WITH AN FAA REPRESENTATIVE (VISIT WEIGELT/LUECKER
NOV. 30, 77).

2) DIFFERENCES BETWEEN THE ASR8-SYSTEMS OF THE BFS AND
THOSE OF THE FAA. THE DIFFERENCES MUST BE ATTRIBUTED TO
SPECIAL REQUIREMENTS OF THE BFS WHICH RESULTED IN
SEPARATE DEVELOPMENT FOR THE FOLLOWING EQUIPMENT
COMPONENTS:

- POWER SUPPLY IN COMPLIANCE WITH GERMAN STANDARD
(220/380 V, 50 HZ)
- CIRCULAR POLARIZATION (CONTINUOUSLY ADJUSTABLE BET-

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WEEN LINEAR AND CIRCULAR)
- ADAPTATION OF A DIGITAL TARGET EXTRACTOR INTERFACE
THIS MEANS THAT THE BFS SYSTEMS ARE LARGELY IDENTICAL
WITH THOSE OF THE FAA.

IN ADDITION TO THE ASR8 FACILITIES REFERRED TO IN YOUR
LETTER, THE BFS HAS BEEN IN CONTACT WITH FAA SINCE A

RATHER LONG TIME ALREADY REGARDING THE SUPPLY OF SPARES
AND MODIFICATION KITS FOR THE ASDE-2 EQUIPMENT OPERATED
BY THE BFS AT FRANKFURT AIRPORT.

BY LETTER DATED AUG. 02, 77, THE FAA PROMISED THE BFS
TO SEND AN APPROPRIATE DRAFT AGREEMENT IN THE MIDDLE OF
SEPTEMBER 1977. ON THE OCCASION OF A VISIT TO FAA (ON
NOV. 30, 1977), HERR WEIGELT HAD BEEN INFORMED THAT THE
DRAFT AGREEMENT WOULD REACH THE BFS BY THE END OF 1977.

UNLIKE THE ENVISAGED AGREEMENT FOR ASR8 SYSTEMS WHICH IS
INTENDED TO COVER EMERGENCY CASES TO OCCUR IN FUTURE,
THE ASDE-2 AGREEMENT IS INTENDED TO SETTLE THE SUPPLY
OF SPARES FROM FAA STOCK WHICH ARE ALREADY NOW URGENTLY
REQUIRED BY THE BFS. SINCE THE BFS HAS ONLY ONE ASDE-2
FACILITY AVAILABLE, SUPPLY OF SPARE PARTS AT THAT TIME
BEEN FAR SMALLER THAN THAT FOR ASR8 SYSTEMS. DUE TO THE
CEASED PRODUCTION MEANWHILE ENCOUNTERED, MISSING SPARES
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CAN HARDLY BE PROCURED IN ANOTHER WAY NOWADAYS.

WE HOPE THAT THIS INFORMATION WILL BE OF USE TO YOU,
AND WE WOULD APPRECIATE IF THE REQUESTED AGREEMENT ON
THE SUPPLY OF SPARES FOR ASR8 AND ASDE2 -SYSTEMS COULD
BE CONCLUDED IN THE NEAR FUTURE.

FAITHFULLY YOURS,

G. WEIGELT

HEAD OF RADAR ENGINEERING DIVISION"

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